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 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

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REFERENCE COPY

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Harbor of Tuapse (44°05'N/39°06'E) (1)

- The following observations were made from August 1945 to December 1949. The basin of the harbor, which is southwest of the town, is formed by two moles about three to 3.5 meters high. The harbor entrance is about 220 meters wide and lies exactly south of the large mole (2). A new entrance for submarines, ten to twelve meters wide, is located in the large mole. The freight harbor, passenger harbor, and oil harbor extend from northwest to southeast. The shore, except for the oil harbor, is faced by a quay which is about 2.5 to three meters high. The shore at the oil harbor is flat and gravelly. (3)
- There was a large cargo pier for shipping and passenger traffic. It was 250x80 meters and

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was faced with a stone wall one meter thick and three meters above water level. There was also an oil pier, 300 meters long and 10 to 15 meters wide, which was faced with a stone wall one meter thick and 2.5 meters above water level.

3. Cargo handling facilities consisted of four steam-driven American portal cranes which were mounted on the cargo pier.
4. There were four sheds and warehouses on the cargo pier. One of these buildings was erected in 1948. Each of these buildings, which are 100 meters long, is used for foodstuffs which arrive regularly via rail or truck.
5. Storage space consists of a lumberyard on the cargo pier, a naval coal depot west of the Tuapssinki Mashinostroitelni Zavod (Tuapse Engine-Building Factory) (TMZ) shipyard, and an oil depot east of the Tuapse River. Pipelines lead from the depot to the oil pier. Tank-car shipments are made on the western bank of the river.
6. There were two shipyards, the Ship Repair Works yard in the western part of the harbor, and the TMZ yard north-northeast of the landward side of the oil pier. A double-track railroad siding on the cargo pier leads to the two shipyards.

Naval Traffic

7. The following observations were made over a period of five months in 1944-1945 and from the Summer of 1946 to June 1949: Naval units put into harbor only to take on fuel and never stayed long. There was no unit permanently stationed in Tuapse. The oil pier was off-limits when warships were fueling and only naval personnel were permitted to enter. The only vessels fueling at the depot were light cruisers, torpedo boats (4), and submarines.
8. Several small submarines put in once or twice a month. These were about 30 to 35 meters long and had a beam of three to four meters. They had no saddle tanks, guns, machine guns or net saws. The conning tower was three meters above the water line. Their maximum crew was twenty men, including four or five officers (4).

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9. Larger submarines were observed several times. These were sixty meters long and had a beam of five or six meters. The conning tower was long and trapezoidal and the vessels were equipped with saddle tanks. There was a net-deflector that extended over the entire boat. Submarines of this type, which were observed several times during the visits of ministers (sic) to Sochi, never remained in harbor more than one night. (5)
10. About three or four cruisers were seen. One was believed to have been the Krassny Krim. These vessels were all about the same length and had two or three funnels. The foremast had numerous unidentified attachments, and the mainmast was thin. There were two superposed turrets forward, and one turret aft. The guns were at least 150 mm but not more than 200 mm. Boilers were oil-fueled. (6)
11. Four or five destroyers were also seen. These were about two-thirds the length of the cruisers and had a beam and freeboard about half that of the cruisers. There was a catapult mounted between the two funnels. (7) Armament consisted of five or six single-mount or three or four twin-mount guns of 105 mm caliber.
12. Eight to fifteen mine sweepers or A-boats docked in the harbor. The mine sweepers which were overhauled in the ship repair works yard were allegedly German. Two Italian patrol boats were later overhauled.

Merchant Shipping Traffic

13. The following observations were made from August 1945 to December 1949: The steamers Molotov and Ukraine were berthed in the passenger harbor at the end of the large pier. A freighter of 5,000 tons was moored at the lumberyard. Extensive work is being done on the Tuapse oil harbor. The Grozneft refinery is northeast of the harbor. A pipeline which is to be enlarged because of insufficient feed, runs from Maikop to this refinery. One night is required for the tanker Moskva to take on her cargo from the oil pier.

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14. At least one tanker visits the harbor each week. There are usually three tankers in two weeks. Tankers docking include the Moskva, Krem1, and Ararat.
15. The following observations were made during a five-month period in 1944-1945, and from the Summer of 1946 until June 1948: The vessels Orion, Kapella, and Best1 would call at the harbor once or twice weekly with cargo and passengers. (8)
16. Outbound cargo was primarily oil, but included engine parts and shipbuilding parts consigned to Odessa, Novorossiisk and Batum.
17. Incoming cargo consisted of foodstuffs, building material, and timber.

Shipyards

18. The following observations were made from 1945 until June 1949: The TMZ installation is at the eastern corner of the harbor basin, at the northwestern landward side of the oil pier, and covers an area of 400x250 meters. (9)
19. There were two shifts of eight hours each. Each shift included 100 Soviets and thirty PWs. Small vessels were repaired and parts for ships' engines were manufactured. A newly constructed floating pile driver was seen. Planers and stone crushers were manufactured as a side line.
20. The following observations were made also at the TMZ shipyard from August 1945 to December 1949: This is a large shipyard which builds tankers and freighters of 2,000 to 3,000 GRT with lengths ranging as high as 100 meters. Major repairs are also done. The yard is located west of Tuapse, at the northwestern corner of the harbor.
21. The following observations were made from May 1947 to November 1948: The ship repair works yard was located west of Tuapse and at the northwestern corner of the harbor. This yard covers an area of 1,800x800 meters. (10)

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22. Employees included 300 Soviets, 80 German PWs as specialists, and 40 PWs employed in reconstruction work. (11)

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[REDACTED] Comments:

(1) For corrected sketch of the Harbor of Tuapse, Krasnodar Krai, see Annex 1. This sketch has been compared with an aerial photograph and a 1:10,000 map.

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(2) [REDACTED] the mole heads of the main entrance to the harbor are lighted, and that a DF station is near the end of the quay. Soviets said that water depths at the quay ranged from 8 to 16 meters. An aerial photograph taken in March 1942 showed a cruiser at the end of the large part of the southeast mole, and another cruiser lying by the "SRS" yard. This indicates that the water depth at these places and at the oil pier must be at least 7 to 7.5 meters. Soviets have stated (according to PWs) that the water depth throughout the harbor is ten meters.

(3) A PW said that ships approaching the coast from the west steer a wide, curved course to the east for entering the harbor, passing the eastern mole head at a distance of about 50 meters. Such a course is explained by the existence of the other breakwater.

(4) Possibly submarines of the Malutka class.

(5) Possibly submarines of the Garibaldi class.

(6) Possibly of the Kirov class.

(7) The catapult is probably a set of torpedo tubes.

(8) The following details are known of the vessels mentioned in the text:

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Name of vessel	Type	Gross Registered Tons	Length	Beam	Draft
		Dimensions in meters			
Molotov	steamer	2,332	87	13	6.4
Ukraine	motorship	4,727	108	15.5	7.8
Moskva	motor tanker	6,086	125	16.8	8.7
Kreml	motor tanker	7,661	136	17.1	10.4
Ararat	motor tanker	2,299	88	13.1	6.44
Orion	steamer	557	58	8.58	3.9
Kapella	motor vessel	202	33.7	7.25	1.74

(9) It is believed that the size of the TMZ shipyard is more correctly 200x140 meters. For sketch of the TMZ shipyard see Annex 2.

(10) This is a large and efficient repair yard with facilities for all types of vessels. It is doubted that the yard can handle major repairs of destroyers and larger type units. Shipbuilding is limited by the fact that the slip cannot take vessels longer than 100 meters. Another source stated that there were five new floating cranes at the shipyard. He also reported the construction of about 20 new harbor tugs and some motor launchers. For sketch of the shipyard see Annex 3.

(11) Another source reported that employees in June 1949 numbered 300 Soviets, 80 Komsomoltsy (apprentices), and 100 German PWs, all working in two shifts.

- 3 Annexes:
1. Harbor of Tuapse
 2. TMZ Repair Shipyard in Tuapse
 3. SRS Ship Repair Works Yard in Tuapse

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Legend to Annex 1

1. Harbor basin
2. Eastern mole
3. Western mole with passage for submarines
4. Harbor entrance, about 200 meters wide
5. New entrance for submarines, about 10 to 12 meters wide
6. Freight harbor (NW quay of 7) and the quay wall running NW as far as shipyard
7. Cargo pier, about 300x110 meters, with
 - a. Berth for passenger vessels
 - b. Four warehouses for storing foodstuffs
 - c. Discharge berth and storage yard for lumber
8. Quay wall, 4 meters above water level
9. Oil pier, about 350x15 meters, for loading tankers and fueling warships, with pipelines to oil depot on SE bank of the Tuapse River
10. Oil line
11. TMZ yard (see Annex 2)
12. Naval coal depot
13. SRS yard (see Annex 3)
14. Military barracks
15. Military barracks
16. PW Camp 7148/6
17. GPU (MVD) building
18. Hospital
19. Bazaar
20. Main street
21. Railroad station
22. Tank-car filling station
23. PW Camp 7148/4
24. Oil refinery
25. Tuapse River
26. Two railroad lines leading to the freight station

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Legend to Annex 2

1. Warehouse and office
2. Depot for replacement engines
3. Mechanical workshop
4. Power station
5. Motor vehicle repair shop
6. Ship engine repair shop
7. Foundry and molding shop
8. Shipbuilding shop
9. Boiler shop
10. Hauling-up slip (longitudinal)
11. Locksmith's shop
12. Electrical welding shop
13. Turnery for screw shafts
14. Joinery
15. Small bridge over destroyed slip
16. Entrance
17. Floating crane (may be the floating pile-driver reported as new construction)
18. Small harbor of the shipyard (according to Annex 1 the TMZ yard is situated on a small cove which is about 300 meters long and less than 100 meters wide, open to the NW, inside the harbor)
19. Railroad to Sochi
20. Allegedly destroyed slip
21. Road

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Legend to Annex 3

1. Kitchen and dining room, a four-story building
2. Joinery, an iron structural building
3. Mechanical workshop, an iron structure
- 4a. Forge) an iron
- 4b. Shipbuilding hall) structure
- 5a. Small-object turnery) an iron
- 5b. Foundry) structure
6. Power station
7. Hauling-up slip for ships up to 100 meters in length (a longitudinal slip)
8. Administration, a three-story brick building
9. Intended extension of sidings
10. Wall of shipyard.

Legend to Sketch of SRS Yard, Scale 1:10,000

Sketch shows the shipyard premises and its adjoining area according to a map of Tuapse, scale 1:10,000 on the basis of aerial photographs. The numbered buildings have been confirmed by numerous reports. They were destroyed during the war, but they have been reconstructed in the same or larger sizes. The following buildings were confirmed:

1. Kitchen
2. Joinery
3. Mechanical workshop
4. Forge and shipbuilding hall
5. Turnery for small objects and molding shop
6. Power station
7. Longitudinal hauling-up slip with 3 tracks
8. Administration building
9. Winch arrangement for hauling-up slip.

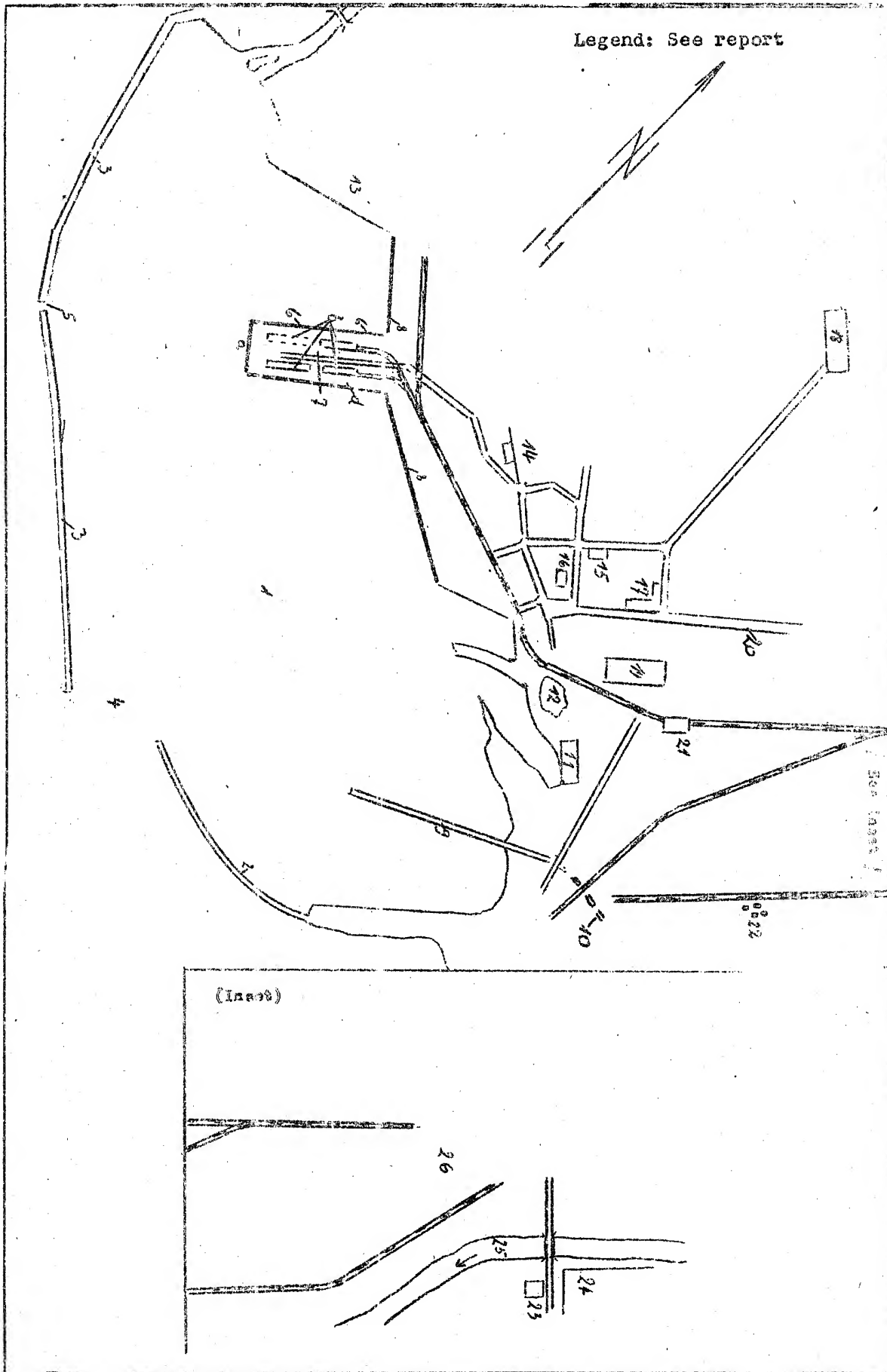
The map mentioned includes the buildings marked a, b and c as parts of the shipyard. Perhaps the large buildings a, b, and c are sheds which were provisionally erected during the war for naval purposes but which have now been released.

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Harbor of Juapse

Legend: See report



Legend: See report

Oblast

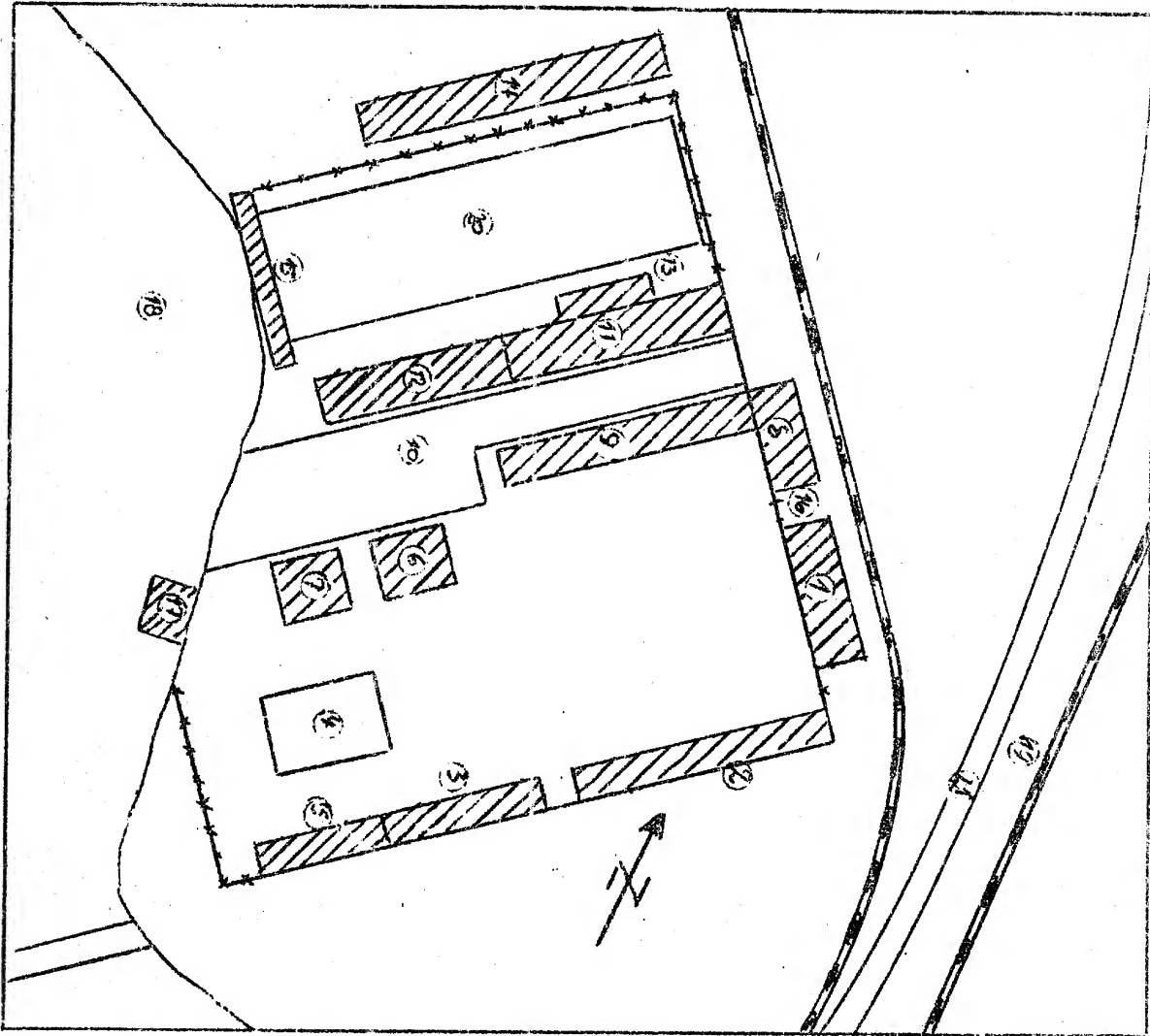
In Tuapse, Krasnodar

The Repair Shipyard

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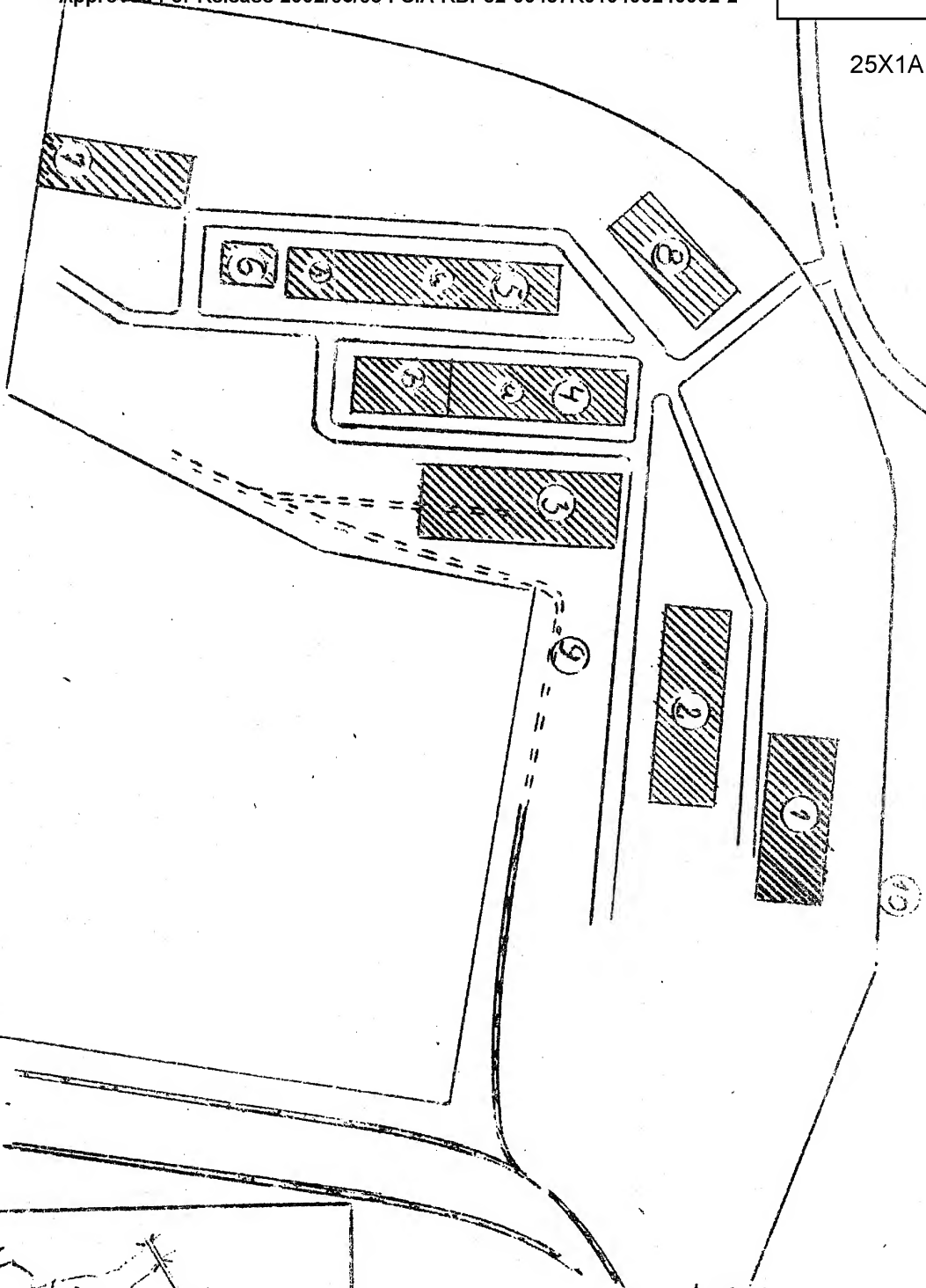


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Ship Repair Works Yard
in Tuapse, Krasnodar Oblast

Legend: See report

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